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# Hongkong Daily Press.

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PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
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SHEWAN, TOMES & CO.,  
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Hongkong, 29th April, 1903. [a728]

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1ST FLOOR, ROOMS 2 and 3. From the  
University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [364]

SIEN TING  
SURGEON DENTIST.  
No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [432]

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7.00 a.m. to 10.00 a.m. Every 10 minutes.  
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JOHN D. HUMPHREYS & SON,  
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Hongkong, 1st April, 1903. [476]



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Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government  
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One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:  
\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

**Pearson's Saponified CRESOL**

PRICES:  
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Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products  
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The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
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Floating Docks: No. 1. 7,000 Tons. No. 2. 12,000 Tons.  
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
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SHERRY, LA TORRE  
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FIRST GRAND CHANGE  
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HUGE SUCCESS!  
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Under the Distinguished Patronage and  
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FIRST-CLASS AND UP-TO-DATE.  
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Private Bar and Billiard Room for Hotel  
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Electric Lifts to each Floor.  
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Telephones on every Floor.  
Every Comfort.  
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CHARGES MODERATE, AND NO EXTRA.  
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A HIGH CLASS HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
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Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
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MANAGER.  
Hongkong, 24th July, 1905. [a553]

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Large and airy Rooms. Hot and Cold  
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Rates for Time and Dinner. Terms moderate.  
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Proprietor and Manager.  
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TELEGRAPHIC ADDRESS "COMFORT"  
Hongkong.  
Hongkong, 16th April, 1910. [a542]

## "BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
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Fine View of the Harbour.  
Telephone No. 690.  
Apply to—Mrs. F. W. YATTS  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a36]

## VICTORIA HOTEL

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Telegraphic address—"VICTORIA, SHAMBAEN."  
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Both Hotels electrically lighted, and under  
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REASONABLE RATES.  
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All comforts of a home.  
A most pleasant retreat for those desirous for  
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Comfortable accommodation for travellers  
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Two Steamers (S.S. *Sun* and *Sun*) daily to  
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from Canton, give easy communication with  
both these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply to  
[a213] THE MANAGER

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19, QUEEN'S ROAD CENTRAL.  
FURNITURE AND PHOTO GOODS  
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Hongkong, 31st July, 1907 [b46]



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ALEXANDRA BUILDINGS.

[25]

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LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, JULY 12TH, 1910.

The trade interests represented in China  
have recently had their eyes turned on  
Manchuria, and the prospects of the com-  
mercial development of that debatable  
land have been discussed with considerable  
animation. Until a few years back New-  
chwang held the monopoly of the trade there,  
but now she has powerful competitors in  
Harbin in the North and Dairen (Dalny) in  
the south, and it is interesting to note  
from the report of H.B.M.'s Consul at  
Newchwang, that though she will have to  
concede supremacy to Dairen, her own  
existence is not threatened by the rise of  
Dairen. At the same time, it must be  
evident that the development of the latter  
place means that it will deprive the older  
port of a considerable section of the trade  
which has hitherto fallen to her, and this  
cannot but affect the balance of trade enter-  
ing the dependency. In other words, it is  
exceedingly probable that the change will  
not be beneficial to British interests. Al-  
ready they suffer keenly from Japanese  
competition, and were Dairen to become the  
principal port, as seems likely, it follows  
that the more favoured position which the  
Japanese possess by their geographical  
proximity, as well as their early establish-  
ment in the place, will operate to the  
advantage of the latter. The re-  
turns for 1909, revealing an improve-  
ment in every branch, furnish evidence  
of the extraordinary expansion of trade  
which has followed the development of  
railway communications in Manchuria, but  
the noteworthy aspect of the figures is that

Newchwang should be able to record a  
substantial increase for 1909 in view of the  
even greater business done during the same  
period and in the same commodities by  
Dairen. The competition between the two  
ports during the year was of the keenest  
description, but the fact that Dairen has a  
harbour which is ice-free throughout the  
year and capable of accommodating vessels  
of the largest size, whereas that of New-  
chwang is closed to navigation during the  
winter months and is inaccessible at all  
seasons to steamers of more than nineteen  
feet draught, owing to the bar at the mouth  
of the Liao River, gives the former an over-  
whelming advantage that there can be  
no doubt that in the struggle for trade  
Newchwang must inevitably be left behind  
by her newer rival. "Nevertheless," writes  
the Consul, "the close proximity of New-  
chwang to the chief inland trade centres, the  
water communication which the Liao River  
gives her with the interior, and her long-  
established trade connections, will always  
retain for this port an ample share of the  
trade of the hinterland. There is no reason,  
therefore, to apprehend that the prosperity  
of Dairen must necessarily mean the decline  
of Newchwang." The character of her  
trade will certainly be changed. It will  
become more local, but its volume  
may be expected to increase. There is,  
therefore, no occasion to feel pessimistic  
regarding the future of the port. The only  
question is, whether British and other  
western traders will be able to obtain a  
proportionate share of the expansion which  
is proceeding with striking rapidity in Man-  
churia. The foreign trade of Newchwang,  
for instance, other than with Japan, is  
entirely in the hands of Chinese merchants,  
and there does not seem to be any pros-  
pect of any other foreign trade developing.  
"The difficulty under the circumstances of  
making any suggestions for the extension  
of British trade that are likely to be  
of practical use will be obvious," writes  
the Consul. "The Chinese dealer, though  
always prepared to meet any demand  
that may arise for foreign goods, is  
not inclined to go out of his way to push  
or create a market for any particular article  
unless perhaps he sees a certainty of im-  
mediate profits. There can be no doubt  
that the great progress made by Japanese  
goods on the Manchurian market is due to  
the fact that the Japanese have to a great  
extent kept the management of their trade  
in their own hands. The methods they have  
adopted may possibly be open to criticism,  
but they have shown far more energy and  
enterprise in developing their trade in this  
country than any other foreign nation, and  
deserve a good deal more credit for their  
success than people are inclined to give  
them." This is the old, old story. At  
the same time, it is satisfactory to learn,  
although the tonnage entering Newchwang  
under the Japanese flag still exceeds  
that of any other nation, the British flag is  
considerably ahead of the rest in the value  
of cargoes carried. In 1908 the British  
tonnage employed was 35 per cent. of the  
total entered and cleared, and the value of  
the cargoes carried by British vessels was  
44.4 per cent. of the total. In 1909 the  
tonnage under the Union Jack fell to 33  
per cent. of the total, but, on the other  
hand, the British share of the trade rose to  
49.1 per cent., or very nearly one-half, of  
the total carried under all flags. The Ja-  
panese, on the contrary, have slightly in-  
creased their percentage of the tonnage,  
viz. from 41 per cent. in 1908 to 41.2 per  
cent. in 1909, but their share of the total  
trade has fallen from 27.9 to 26.4 per cent.  
Japanese vessels have the monopoly of the  
very considerable trade between Newchwang  
and Japan, while the British tonnage is  
almost entirely employed in the China Coast  
trade. But traders of other nationalities  
will doubtless have something to say in  
the development of Manchuria, and we  
may expect even greater changes in the  
course of the present year.

It is stated that the postal administration in  
Tibet may be undertaken by Great Britain.

The health of the Colony last week was very  
satisfactory, only one case of plague (fatal),  
diphtheria and enteric fever being reported.

A local rebellion has broken out in the Yun-  
chiang district, Hunan province, and engage-  
ments have been fought with the Imperial  
troops.

The total output of the Chinese Engineering  
and Mining Company's three mines for the  
week ending 25th June amounted to 27,107.49  
tons and the sales during the period, to 22,737.11  
tons.

There was a change of programme at the  
Hippodrome Circus last night, and the new  
turns put on were just as amusing and sensa-  
tional as those which delighted spectators last  
week. To-morrow night His Excellency the  
Governor, accompanied by the Government  
party are expected to attend, and a special  
programme is being arranged for the occasion.

## TELEGRAMS.

[Protected by the Telegraph Messages  
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[REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS."]

## CRETANS AMENABLE.

LONDON, July 10th.

It is reported from Crete that the  
Cretan Assembly met and decided  
by 55 votes to four to admit the  
Moslem Deputies.

The Assembly then adjourned for  
four months.

## AVIATION TRIUMPHS.

LONDON, July 10th.

The Rheims Aviation Week has  
resulted in the triumph of the  
monoplanes.

M. Mamet with two passengers  
flew 57 miles in 99 minutes, and the  
Belgian, M. Obeslagers, accomplished  
51½ miles an hour on monoplanes.

Mr. Labouchere travelled 211 miles  
in 4 hours 37 minutes in his biplane.

LONDON, July 11th.

At Rheims Mr. Morane flew 12½  
miles in 12½ minutes.

M. Obeslagers's flight of 245 miles  
in 203 minutes constitutes records for  
speed and distance.

THEIR MAJESTIES AT  
ALDERSHOT.

LONDON, July 11th.

The King and Queen leave to-day  
for Aldershot, where they will spend  
a week watching the training of the  
troops.

There will be no ceremonial parades  
nor formal inspections, his Majesty  
wishing to follow in order to judge the  
practical work.

At the conclusion of the naval  
manoeuvres the King will make a  
similar visit to Portsmouth.

## AT THE MAGISTRACY.

A Chinese youth, seventeen years of age, who  
wrenched a gold earring from a woman's ear in  
Queen's Road near the Supreme Court, was  
sentenced by Mr. E. R. Hallifax to six months'  
imprisonment and six hours' strokes.

Six months' imprisonment and six hours'  
stocks was the sentence passed on a thief by Mr.  
Hallifax for stealing a silver watch and chain  
from a Chinese in Queen's Road.

A native was charged before Mr. Hallifax  
with stealing the two-year-old son of a sampan  
woman at Shaukiwan. So far, the child has  
not been recovered, but as the police entertain  
hopes of finding it, his Worship granted a  
week's adjournment.

As the result of a raid by Sergeant Langan  
on 24, Tai Ning Street, Shaukiwan, twelve  
Chinese appeared before Mr. Hallifax on a  
charge of gambling. One of the defendants,  
who was proved to be the keeper of the game,  
was fined \$100 or three months, while each  
player was ordered to pay a fine of \$3.

On Sunday morning Detective-Sergeant  
Murphy and a squad of detectives from the  
Central District, reinforced by the Shaukiwan  
police, raided 1A, Quarry Bay and captured 32  
gamblers. The charge against the keepers of  
the game was withdrawn on account of the  
slender evidence available, but each of the  
defendants was ordered to pay a fine of \$4.

For stealing a waistcoat which was hanging  
out to dry on a house verandah in Des Voeux  
Road, Mr. J. R. Wood sentenced a native to three  
weeks' imprisonment and four hours' stocks.

His Worship convicted three natives of run-  
ning a common gaming house at 138, Des  
Voeux Road Central, where lottery tickets were  
printed and sold. Sentence was deferred.

As an Indian soldier was strolling along  
Cochrane Street two Chinese overtook him and  
walked along, one on either side. The man on  
his right put his left hand in the Indian's pocket  
and took his purse. A plain clothes policeman  
witnessed the act, and promptly arrested both of  
the Chinese. On hearing the evidence yester-  
day Mr. Wood sentenced each of the defendants  
to six weeks' imprisonment and four hours'  
stocks.

The return of visitors to the City Hall Library  
and Museum for the week ending the 10th July,  
1910, shows that of non-Chinese there were 405  
to the Library and 185 to the Museum, and of  
Chinese 170 to the former and 2,534 to the  
latter. The Library was, therefore, used by 575  
persons and the Museum by 2,719.

## SUPREME COURT.

Monday, July 11th.

IN ORIGINAL JURISDICTION.

[BEFORE THE FULL COURT.]

## WHAT CONSTITUTES A PROMISSORY NOTE?

The discussion of the Full Court on the point  
raised in the action brought by Teai Kan  
against Cheung Tsam Kwei to recover \$7,521.15,  
said to be due with interest on four promissory  
notes, was delivered by the Chief Justice. The  
question raised was whether the Chinese docu-  
ments, on which the money claimed was ad-  
vanced, constituted promissory notes.

Mr. M. W. Slade, instructed Mr. F. X.  
d'Almeida e Castro (of Messrs. Almeida &  
Smith), appeared for the plaintiff, and defend-  
ant was represented by Mr. O. G. Alabaster,  
instructed by Mr. Christopher Wilson (of  
Messrs. Hastings & Hastings).

The Chief Justice stated that during the  
hearing of this case a question arose as to  
whether certain Chinese documents were pro-  
missory notes or not. In view of the importance  
of the question, and the frequency with which it  
arose, his Lordship the Chief Justice directed  
that it should be argued before the Full Court  
as a special point of law in order to have a final  
and authoritative decision on the question. The  
Court were referred to a decision of Mr. Justice  
Smith, given in summary jurisdiction some years  
ago, in which he dwelt on the importance of the  
presence or absence of the Chinese words  
"Pat ng." They had given that judgment due  
consideration, but were of opinion that it still  
left the question open for discussion. The  
borrowing and lending of money, which was an  
operation which was based on contract, set up a  
contractual relationship governed by the ordi-  
nary principles of contract. It worked out  
ultimately into a variety of forms, one of which  
was called a promissory note, with which alone  
the Court had to deal; and if it took the form of  
a promissory note, certain consequences were  
laid down in the Bills of Exchange Ordinance  
attached to it. With these consequences the  
Court had nothing to do. They had only to in-  
quire whether certain contracts made between  
Chinese, of which the ones before them were  
typical, came within the category of money-lend-  
ing contracts. There was nothing, to compel  
Chinese to adopt our form of promissory note  
if they preferred another. The Court had only  
to take the form they used, and to see whether  
it came within the definition. This definition,  
though highly analytical, was not complicated.  
It expressed a simple train of thought which  
was quite capable of application to the form used  
between lenders and borrowers. It was argued  
that there was not in this case an unconditional  
promise to pay; only a statement that the lender  
might demand return, and therefore, non est  
the borrower engaged to pay on demand. On  
the other side it was argued that this engage-  
ment followed inevitably from the words actually  
used, and was therefore implied. The Court  
found that the documents in question were pro-  
missory notes.

## IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

## MITCHELL v. LEMM.

The reserved decision of the Court was  
delivered in this action, in which the appellant  
sought that the judgment given on the point  
of law raised by the appellant on the 9th  
June, 1909, might be reversed; that the  
judgment given in this action on the 17th  
September might be reversed or varied;  
that the judgment given in this action  
on the 8th December might be reversed or  
varied; that judgment might be entered for the  
appellant; and that the costs of this application  
and in the Court below might be paid by the  
respondent to the appellant.

Mr. M. W. Slade, K.C., instructed by Mr.  
P. M. Hodgson (of Messrs. Ewins & Harrison),  
moved the Court on behalf of the appellant  
(John Lemm), and Mr. O. G. Alabaster,  
instructed by Mr. D. V. Stevenson (of Messrs.  
Deacon, Looker & Deacon), represented the  
respondent (T. A. Mitchell).

The Chief Justice said, believing as he did  
in the theory to which he had given expression  
more than once, that it was impossible for two  
opposite chains of arguments to lead to opposite  
conclusions when applied to the same facts, the  
arguments with which that appeal had been  
supported had a very peculiar interest, because  
while they had not seriously attacked the prin-  
ciple on which his judgment was based in the  
Court below, they had developed the subordinate  
argument which was dealt with in that judg-  
ment, and had elaborated it into an argu-  
ment of extreme ingenuity in every part,  
and that argument led, according to the  
appellant's contention, to the inevitable con-  
clusion that the judgment of his Lordship  
was wrong. The question was put as to  
whether any rights were given by the first  
judgment to defendant, who had success-  
fully ousted plaintiff. The answer was "Yes."  
The right to plead *res judicata*. This as-  
sumed a true determination of the question in  
issue, and the right acquired was to make up  
of the judgment an estoppel while the record  
stood, all which was perfectly true, but it had  
to be translated into the more accurate phrase,  
the right to plead *res judicata* in the case  
in which that principle applied; that is,  
if the same question was raised again, the  
right to use the judgment as an estoppel.  
To go further than that was to beg the question.  
Therefore they came back to the old question:  
Does this second action raise the question  
determined by the former? By that chain of  
argument the answer was "No." The Ordinance  
did not intend to alter the effect of the judg-  
ment, all existing rights were saved, the defend-  
ant had acquired a right, that right was to make use  
of a final judgment already given between the

parties as a defence to a subsequent action on the  
same facts. The only semblance of a right which  
the defendant had acquired under the judgment  
was, to have criminal conversation with his  
neighbour's wife with impunity, and the effect  
of the judgment was, it was specially to be re-  
marked, that he shared this right with the rest  
of the community. It was not surprising that  
the legislature thought it right to pass a law  
declaring that such a right had never and was  
to be deemed to have never existed. With re-  
gard to the fact that in this case the facts were  
such that the action for damages had to be  
brought separately from the divorce proceedings,  
this was one of those anomalies of the law which  
it was to be hoped would in due course be  
altered. His Lordship then dealt with the  
question of costs and said that there was one ob-  
vious error in his former judgment. He had said  
the appellant was a joint tort-feasor with the  
other respondents in the Scotch proceedings. Of  
course he was not, therefore he was not li-  
able to the whole of the costs. The Scotch  
proceedings were not before the Court, there-  
fore there must be a reference to the Registrar,  
who would decide what division should be made.  
The application was dismissed with costs, but  
as appellant had succeeded in one small point  
he was entitled to an allowance, and that would  
be allowed on the lump sum principle at one-  
tenth of the cost of the appeal.

## THE FINE IN IMPRISONMENT CASE.

Judgment was delivered in this appeal from  
the decision of Mr. Justice Hazledine in the  
summary action in which Wong Fu Ng was  
awarded \$500 damages from Captain A. A.  
Johnson of the S.S. *Shui On* for alleged assault  
and false imprisonment.

Mr. M. W. Slade, K.C., and Mr. C. G.  
Alabaster, instructed by Mr. W. E. L. Shenton  
(of Messrs. Deacon, Looker & Deacon), appeared  
for the appellant, and the respondent was repre-  
sented by Mr. Eldon Pottor, instructed by Mr.  
Davidson (of Messrs. Hastings & Hastings).

The Chief Justice, in the course of his judg-  
ment, said the facts in this case were not very  
complicated. What happened was fairly clear,  
and it was what might have been expected to  
happen in the circumstances. The plaintiff  
seemed to have insisted in his evidence that the  
captain refused permission to him to go off in a  
launch which was lying alongside. But it was  
manifest that what the captain did was to refuse  
to charter a launch to take the passengers off,  
because, as he said, there would have been a  
salvage claim. His Lordship was clearly of  
opinion that the presence of a considerable  
number of passengers on the bridge clamouring  
for something to be done came well within the  
words "obstructing and impeding," and it was  
quite sufficient for the captain to satisfy  
the Court that he could not have got to the  
wheel-house or telegraph had he wanted to;  
and that it was not necessary for him to show  
that he was in fact im-  
peded or obstructed in any particular  
attempt to get to the wheel-house or  
telegraph. The "execution of his duty"  
was a very wide term, and involved as many  
passive as active acts. For the Court to hold  
otherwise would be to strike a severe blow at  
the law which governed the maintenance of  
discipline and good order among the passengers  
at sea. The same consideration induced his  
Lordship to come to the conclusion that the  
words "the crew or any of them" included the  
captain and the officers. It was not a sufficient  
answer to say that the captain had a preventive  
remedy, because that would lead to the extra-  
ordinary conclusion that a heavy fine was  
imposed for impeding or obstructing the  
common sailors, but not for impeding or ob-  
structing the captain, on whom the principal  
duties on board ship fell. His Lordship also  
held that the complainant was included in the  
term "crew," just as much as a steward on an  
English liner would be. On the facts the Chief  
Justice was clearly of opinion that serious  
offences against the Merchant Shipping Act  
were committed in obstructing and impeding  
the captain, and in molesting the complainant.  
Owing to the way in which the Merchant  
Shipping Act was drafted, some of it being  
applicable to the Colonies, the task of legisla-  
ting for shipping in the Colonies was peculiarly  
difficult, and he knew no question which had  
given more trouble to Colonial Attorneys-Gen-  
eral. He thought that not only was the master  
justified in prosecuting the persons who had  
taken part in the disturbance, but that it was  
his duty to do it. The fact that things had  
quieted down after the ship was aloft was of  
course immaterial. Some stress was laid on the  
fact that the complainant was sent up to the  
Police Station, and it was contended that this  
showed that the master intended the persons he  
had given in charge to be prosecuted for the  
assault on the complainant. His Lordship did  
not think this followed at all; the complainant's  
evidence would have been required if the charge  
had been made under the Act. What the  
master actually did was, the signal to the police  
not having been observed, to send the chief  
officer for a constable, and meanwhile to close the  
gates of the wharf to prevent the men getting  
away pending the arrival of the police. When  
the two constables arrived he gave the men in  
charge, and they were led off to the station  
amid some confusion, to which the plaintiff at-  
tributed, and with the ignominious method  
adopted by the police towards Chinamen. The  
Merchant Shipping Act laid down certain pro-  
ceedings, and this case seemed to his Lordship  
to fall wholly within the Act. By sub-section 5  
the master, and all persons called by him to his  
assistance, could without warrant detain the  
person who committed an offence under the  
section. That was precisely what he did. His  
Lordship could not imagine any more  
reasonable provision of the law, nor any case  
more exactly falling within it. But the  
master did not ask these persons their names  
and addresses as required, therefore the plaintiff  
scored one point. His Lordship had no doubt

whatever that the master—allowing him only  
the most superficial knowledge of the Merchant  
Shipping Act—intended the prosecution to be  
under the Act. Therefore what he did was  
justified. Then came the difficulty of the case:  
the persons were prosecuted for a common  
assault on the complainant. It was abundantly  
clear that this course was adopted by the  
Inspector to whom the charge was preferred.  
His Lordship thought he made a mistake, and  
that he should have taken advice before acting.  
However, that was not the point now,  
the plaintiff was acquitted, and he was  
entitled to such benefit as an acquittal  
would give him in an action for false im-  
prisonment. And this meant, was the master  
responsible for the action of the Inspector in  
making a charge outside of the Act? On  
ordinary principles his Lordship thought it would  
be impossible so to hold, and that it would not  
be possible to hold that he aided or abetted the  
Inspector. He was bound to say that the master  
became a quasi-consenting party to the proceed-  
ings actually taken by watching them, therefore  
the plaintiff scored a second technical point.  
Against this must be set his actual conduct, on  
which his Lordship had already expressed his  
opinion. It was impossible that a man who acted  
wrongfully throughout should be allowed to  
make a substantial profit out of a technical  
mistake not committed by the defendant at all,  
for which he was in no way responsible; nor did  
his Lordship think that the defendant should be  
molested in a large sum when every action that  
he took was right. It was not in any way  
criticising the Magistrate's decision on the  
charge of assault when he said that if the charge  
had been properly preferred under the Act the  
plaintiff would have been convicted and prop-  
erly punished. Taking all these circumstances  
into consideration, his Lordship thought that  
the damages should be reduced to a small  
substantial sum, to distinguish it from nominal  
damages—\$10—each party to pay his own cost,  
of appeal, and also in the Court below, because  
in his Lordship's view of the facts, this was a  
case in which he should have withheld the costs  
from the plaintiff in spite of his obtaining a  
small sum by way of damages.

The Puisse Judge agreed with the Chief  
Justice.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT  
(CHIEF JUSTICE).

## NO PLAINTIFF.

The action which Arthur Drayfus brought  
against Ullmann & Co. and Eugene Bernheim  
for damages for alleged wrongful dismissal was  
mentioned.

Mr. M. W. Slade, instructed by Mr. P. M.  
Hodgson (of Messrs. Deacon, Looker & Deacon),  
who appeared for defendants, explained that the  
parties had come to terms, one of which was that  
plaintiff, on receiving from defendants a certain  
sum of money, without their admitting liability,  
was to withdraw the action. He had left the  
Colony without withdrawing the action. As the  
case had been set down for Monday, that was  
why they were there.

Plaintiff's name was called, and as he did not  
appear judgment was entered for defendants  
with costs.

## AN INJUNCTION GRANTED.

Application was submitted to have the interim  
injunction, granted last year at the instance of  
the Portland Flour Mills Company, Oregon,  
U.S.A. restraining Soares & Co. merchants and  
commission agents, 1, Duddell Street, Victoria,  
from infringing plaintiff's trademark, made  
perpetual.

Mr. M. W. Slade, instructed by Mr. Hodgson,  
appeared for the plaintiffs, defendants not being  
represented.

Plaintiffs alleged that the three-colour design  
of their trademark was infringed by defendants.  
The Dayton Mills flour had been on the Hong-  
kong market for many years and was known to  
purchasers as the Sam Sik Yun flour.

Mr. Slade stated that an order for the trial  
*ex parte* had been made by his Lordship with the  
consent of the defendants. Plaintiffs were one  
of the oldest American firms who imported flour  
into this Colony, and the mark infringed had  
been in use here for upwards of twenty years.  
It was known as the three-colour mark. Def-  
endants imported a quantity of flour with the  
infringing trade mark, and acting on behalf  
of their principals, Soares & Co., opposed the  
interim injunction. They no longer opposed  
the injunction and plaintiffs did not press for  
an account or for damages.

Mr. Slade then read the evidence of Quan  
Kai, a member of the Kwang Hoo Yung firm  
of general export and import merchants and  
commission agents, of 264, Des Voeux  
Road Central. Witness deposed to being the  
agent in Hongkong and South China for the  
Portland Flour Mills Co. His firm were large  
purchasers from the plaintiffs of various  
brands of flour, including (among other brands)  
the brand sold as "The Dayton Mills  
Patent Colour Flour," and known to Chinese  
and commonly called by them the "Three Colours  
Seal." The bags containing the plaintiff's flour  
in question were stamped with lettering and  
bordering in red, blue and green colours, and  
the "got up" of such lettering and bordering  
was very distinctive. Witness knew as a fact  
that plaintiffs had sold the flour in question  
in bags of the "got up" indicated in Hong-  
kong for over fifteen years. It had come to  
his knowledge that the defendants had been  
selling flour not made by or sold by the plain-  
tiffs in bags marked in such a manner as  
to induce a belief in purchasers of such flour  
that it was the plaintiffs' flour. Defendant's  
flour was put up in manner very similar to that  
in which the plaintiffs' was put up, and was  
calculated to deceive purchasers and to guide  
them into the belief that in purchasing the  
defendants' goods they were in reality purchas-  
ing the goods of the plaintiffs. Witness believed  
that the sale of defendants' flour got got up im-  
itation would cause considerable damage to the  
plaintiffs in regard to their sales of flour.  
The injunction was granted with costs.



## SHIPPING NOTES.

The s.s. *Shan*, built at Taikeo Dockyard for the Yangtze passenger trade, had steam tests on Saturday. The trial was satisfactory.

A shipment of Hankow tea for European Russia has recently been put through Daicou, probably for the first time. Hankow tea is very popular among Russians, but has heretofore been imported via Shanghai and Vladivostok.

It is reported that negotiations have been completed for the transfer of the British steamer *Benlomond* to the Nippon Yusen Kaisha, of Tokyo, whose steamers are plying in Chinese waters.

Those who have been accustomed to hold up the arrangements at Continental ports as a model to be imitated by the Port of London may read with some surprise the information furnished by the *Shipping Gazette's* Antwerp correspondent with regard to the charges made at that port for watching cargo on the quays. There is, he states, no regular tariff, and any receiver who oversteps the twenty-four hours' limit allowed by merchants for taking delivery of goods "at once finds himself in the hands of one of the corporations, each of which has its own conditions and tariffs. In many instances they are little short of exorbitant. It seems hardly credible that in one of the first shipping ports there should not be an official tariff for watching charges on quays."

There seems good reason to believe that the latest Orient liner, for which the order has now been placed on the Clyde, will have a combination of reciprocating engines and turbines. In this respect, therefore, she will be distinguished from the rest of the fleet, and her achievements will find an ample basis for comparison. It also transpires that the Aberdeen-White Star Line, in ordering two new passenger steamers for the Australian trade, has also decided that one of them shall be equipped on the combination principle. This vessel is to be known as the *Demosthenes*. Her sister ship, likewise of about 12,000 tons, is to be known as the *Themistocles*, the proposal to call her the *Zeus* having been abandoned on the discovery that that name is already appropriated.

Economy is evidently a recommendation of the combination principle. Otherwise the New Zealand Shipping Company, after experimenting with the cargo-carrier *Orakei*, the first combination steamer ever sent across the Southern Ocean, would scarcely have decided that the *Botany*, the latest addition to their passenger fleet should be similarly equipped. With three big passenger boats of this type in prospect, it must be confessed that the joint use of reciprocating engines and turbines has made remarkable strides. It is interesting to note that on the Aberdeen-White Star Line also referred to there are to be a certain number of single-berth cabins for third-class passengers. The circumstance is a sign of the times. Probably in the near future the steamship companies will have to recognise that the third-class voyager will be almost as exacting in this respect as saloon travellers.

Early in 1911 the Boston service of the Cunard Company will be strengthened by the inclusion of a new steamer, the *Franconia*. The vessel is at present being built on the Tyne, the firm entrusted with her construction being Messrs. Swan, Hunter, & Wigham-Richardson, who turned out the famous express steamer *Mauretania*. This Tyne-built firm also built the *Invincible*, which has done so much to popularise the Boston service of the Cunard Line. The *Franconia* will be larger than the *Invincible* and *Suzanne*, having a gross register of about 18,000 tons. She will be propelled by twin screws, driven by reciprocating engines, and will have a sea speed of about sixteen knots. About four miles of girders, and about 100,000 square feet of scaffolding are being utilised in the construction of the vessel, which is to be completed in eighteen months. The number of men engaged on the construction of the boat is about 3,500, but this, of course, does not include a small army of decorators and others, who will perform their allotted tasks before the ship is ready to receive her first passengers. The *Franconia* will be launched on July 23.

London is this year to be the scene of the conference of the International Law Association, whose meetings, by the courtesy of the City Corporation, are to be held in the Council Chamber of the Guildhall during the first five days of August. To a large extent, the topics to be dealt with concern ship owners and underwriters. Thus the Declaration of London, a matter which is at the moment exciting a good deal of interest in maritime circles, is to be introduced by Mr. Arthur Cohen, K.C., and Sir John Macdonell, Mr. Justice Walton is to contribute one of three papers on the limits of State interference with maritime contracts, and there are to be a couple of communications on the subject of general average. Workmen's compensation commands no fewer than five papers, four of which will be by foreign and Colonial delegates. An American delegate will comment on "The Doctrine of Continuous Voyage," and a visitor from Marseilles will discuss the liability of ships in foreign ports respecting claims for personal injuries. Naturally the conference has its social side. There are to be dinners at the Middle Temple, Lincoln's Inn, and the Law Institute; luncheon at Gray's Inn; a reception at Dorchester House by the United States Ambassador; and an entertainment at the Guildhall by the City Corporation. The concluding item of the programme is to be a garden party at Cam House, Campden-hill on Aug. 5, at which the hosts will be Lord Justice Kennedy, the president of the conference, Lord Justice Kennedy, the president, and Mr. Justice Phillimore, ex-president.

The distinction has fallen to the Royal Line of bringing home Earl Grey, Governor-General of Canada, by its turbine steamer *Royal George*. The information from Quebec that the same vessel is inaugurating a fortnightly mail service to England under the Federal Government will, it is considered likely, have some bearing on the situation when the present mail contract with the Imperial Government expires. Report has it that the White Star Dominion Line has it in contemplation to build two express boats in this connection, but no confirmation of the rumour is forthcoming. The Allan Line has already arranged to build a new 22-knot steamer, and the Canadian Pacific Company has long been considering an extension of its fleet.

The report was circulated in Shanghai a week ago that another vessel was ashore on the Amherst rock. The foundation for this statement was in a wireless message received on June 30 by the P. M. S. Korea, which read "Steamer Amherst Rocks. Can you obtain what company, ship or nationality?" Immediately on receipt of this information the pilot boat was dispatched to the scene, but the *Atagosa Maru* was the only vessel in possession of the rock. The report is said to have originated through a mistake on the part of a captain of one of the coasting vessels. He saw the *Atagosa Maru* on the Amherst Rock, and not being aware of the fact that the accident had been reported, he drew attention to what he thought to be an unknown vessel in distress. Those interested in shipping circles fearing that another vessel had come to grief on this rock, immediately made investigations, with the happy result that as already stated, it was found that only one vessel had got into difficulties. The Pilot Association, says the *N.C. Daily News*, is to be commended for the prompt steps taken to investigate the matter.

## LOCAL SPORT.

## LEAGUE TENNIS.

WATSON'S V. CRAIGENGOWER.  
Watson's best Craigengower by 55 to 44 on Saturday. Scores:  
Humphreys and Clark beat Laumert and Currie 10-1, beat Bass and Petersen 8-3, beat Higginbotham and Holmes 8-3.  
H. Rapp and F. Rapp lost to Laumert and Currie 5-6, lost to Bass and Petersen 2-9, beat Higginbotham and Holmes 7-4.  
Taylor and Phillips lost to Laumert and Currie 4-7, lost to Bass and Petersen 3-8, beat Higginbotham and Holmes 8-3.

## ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from 2nd to 4th inst. with the following results:-

CAPTAIN'S CUP.		GROSS HANDICAP NET.	
D. E. Clark	93	14	79
F. Cronin	94	16	82
A. W. W. Walkinshaw	83	8	83
L. Evans	98	13	85
J. Clark	98	1	84
E. J. Crist	87	3	84
J. Hall	103	18	85
H. S. Swearing	95	9	86
POOL.			
H. Pinckney	91	10	80
A. W. W. Walkinshaw	87	8	83
E. J. Crist	83	3	84

† Winner of Cup.  
‡ Winner of Pool.

## WIRELESS SCANDAL.

## MILLIONS MADE BY SALE OF INFLATED SHARES.

The United States Post Office authorities have arrested President Wilson and Vice-President Taft, of the United Wireless Company, who are charged with using the mails fraudulently for the purpose of selling United Wireless stock. Chief Post Office Inspector Meyer has issued an official statement declaring that one officer of the company made from a million to two million pounds, and others lesser amounts, by selling to the public shares at inflated values. There are 28,000 stockholders throughout the country, many of whom placed their savings in the company's stock owing to the false representation of the officers. Mr. Meyer declares that the real assets of the company are worth £80,000, while the total stock issue was four millions, which has been forced far beyond par by repeated manoeuvres, until the last price of £210 share given by the company makes the total value 200 millions. He says the company's officers sold thousands of their own shares to the public while declaring they were retaining their holdings and putting money from stock sales into the company's plant. The company claimed that its object was to combine all wireless companies, and asserted it had a large interest in the Marconi Company. This was absolutely untrue. The company owns a few land stations, and has its equipment in several ships. Mr. Meyer estimates that the real value of the stock is a penny a share.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-

On the 11th at 11.55 a.m. - The barometer has risen moderately over N. China and Japan. Areas of low pressure are lying over the Yellow Sea and the N.W. part of the Sea of Japan, the Pacific to the S.E. of Japan and W. China and Tonkin. Pressure remains high over the S. part of the China Sea, and the Pacific to the N.E. of Japan. Fresh to moderate S.W. and S. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:-

Hongkong & Neighbourhood	S. winds, fresh to moderate; showers.
Formosa Channel	S.W. and S. winds, fresh.
South coast of China between Hongkong and Lantau	Same as No. 2.
South coast of China between Hongkong and Hainan	Same as No. 1.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton, 8th July.

## ESCAPE FROM GAOL.

Since reporting the escape of twenty prisoners from gaol at Pok Lo, a more serious occurrence of a like nature has taken place in the adjoining district of Kwai Sin. Last week during the heavy rain a gang of 50 convicts rushed at the guards, overpowered them and possessed themselves of their rifles. The alarm was given and the Magistrate put himself at the head of some soldiers and set off in pursuit. Three men were recaptured and the others made their way to the river, where they entered boats and made off. They were intercepted by some men from a guard boat and ten more were recaptured, but not before two soldiers had been fatally shot. The remaining 37 prisoners are still at liberty and, being armed, they will doubtless form themselves into a gang of banditti and live by plunder.

## DEMANDING MONEY.

At a place called Tai Ma Hu in the Wai Chow Prefecture, the bandits have made a confederation and started a secret society. They issued notices demanding a sum of \$4,000 for the purpose of buying arms and ammunition, and this sum was to be contributed by the natives under pain of having their possessions stolen. The notice having come into the hands of some of the local gentry, a copy was sent to the officer commanding the troops in the prefecture asking him to take steps to clear out these disturbers of the peace. The officer was not at his post, however, having gone to Canton. A telegram was then sent to Canton, urging the authorities to send the officer back at once, as the condition of things in Wai Chow is serious.

## FOREIGN COIN.

It is reported from the King Chow and Ko Chow prefectures that large numbers of French coins are in use, and that there are also a considerable number of Japanese dollars in circulation. It is said that the natives will not accept the Chinese 20 cent and 10 cent pieces, but always demand to be paid in French money. This has come to the ears of the Viceroy, who is taking steps to alter this state of affairs.

## THE TELEPHONE.

The director of the Telephone Bureau has informed the police that the main telephone line at the Kwai Tak gate has been willfully damaged by some malicious person. The Taoist of Police has issued notices to the effect that anyone found tampering with telephone fixings will be severely punished.

## WATER POLICE.

The water police have not a good reputation, and as a body they are much disliked by the people. A few days ago during the typhoon an event happened which has brought them still further into disrepute. In the height of the storm a boat capsize and two boatmen were thrown into the water. They managed to cling to the overturned boat and cry for help. This happened close to the side of a water-polytechnic steam launch, the crew of which made not the slightest effort to save the men. The unfortunate pair were ultimately rescued by the crew of a salt junk.

## LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council is called for Thursday afternoon. The orders of the day, which include eight new Bills, are as under:-

First reading of a Bill entitled, "An Ordinance to secure the better training of Midwives and to regulate their practice."

First reading of a Bill entitled, "An Ordinance to relieve the Governor-in-Council of certain duties."

First reading of a Bill entitled, "An Ordinance to amend the Yonny Persons Ordinance, 1909."

First reading of a Bill entitled, "An Ordinance to amend the Law of Copyright."

First reading of a Bill entitled, "An Ordinance to amend the Crown Lands Resumption Ordinance, 1900, and to make special provision for the Resumption of Crown Lands of small value for public purposes."

First reading of a Bill entitled, "An Ordinance to amend the Protection of Women and Girls Ordinance, 1897."

First reading of a Bill entitled, "An Ordinance to provide for the stopping up, diversion, turning or alteration in levels of Highways."

First reading of a Bill entitled, "An Ordinance to further amend the Liquors Ordinance, 1899."

Second reading of the Bill entitled, "An Ordinance to authorize the Appropriation of Supplementary Sum of Three hundred and fourteen thousand five hundred and thirty-three Dollars and thirty-two Cents, to defray the Charges of the Year 1909."

Second reading of the Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902."

\* Will not be proceeded with at this meeting.

## LATEST STEAMER MOVEMENTS.

The German steamer *Borneo* left Sandakan on the 9th instant for Hongkong, and will be expected here on or about the 15th instant.

The M.M. str. *Polymeria*, with the French Mail of the 19th ult., and mails from London of the 18th ult., left Singapore on the 11th inst., at noon, and will arrive here on Monday morning, the 18th inst.

The cargo of Silk shipped on board the M.M. str. *Touraine*, which left this port on the 7th ult., was delivered in Lyons on the 10th inst.

The P. & O. S. N. Co.'s str. *Banza* is expected to arrive at Penang on the 14th instant at 5 p.m.

The P.M. str. *China* left San Francisco on the 6th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 3rd prox.

The P.M. str. *Manchuria* will leave San Francisco on the 12th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 8th prox.

## FAITH AND SCIENCE IN HARNESS.

MEDICAL MEN'S VIEWS ON MENTAL HEALING.

A remarkable symposium of prominent medical men on the question of faith healing is printed in a recent issue of the *British Medical Journal*.

It is opened by Sir Clifford Allbutt, Regius Professor at Cambridge, while there are also contributions from Sir Henry Morris, Bart., Mr. T. H. Barrington, president of the Royal College of Surgeons, Mr. William Osler, Regius Professor at Oxford, Mr. T. Clouston, Emeritus Professor at St. Bartholomew's Hospital, and Mr. James Morrie, lecturer on mental diseases at Dublin University.

The general feeling running through all the articles may be summed up in the words of Sir Clifford Allbutt, who writes as follows:- "To put limits to what God can do were presumption indeed; but we must try to see what God will do and what He does at all."

"Of the tenets of Mrs. Eddy I know too little to speak with assurance, but it is said that they endeavour to repel or evade the assaults of material evil by perverting themselves that does not exist, that it is a species of engendered in the warped and sinful medium of man's understanding."

"Deeply as we may sympathize with the faith which will not attribute to God acts or implications which revolt our highest ethical instincts, which cannot see in the earthquake, the lightning, this denial of the plainest facts of life is no audacious imagination to serve us in the interpretation of disease."

"This is not to hope beyond knowledge, but to defy knowledge, and the humblest truth must be before the noblest error. When we refuse to face facts all is lost; we may not hypnotize ourselves."

Mr. Osler, writing on the "Faith that heals," says:-

"Nothing in life is more wonderful than faith—the one great moving force which we can neither weigh in the balance nor test in the crucible. Intangible as the ether, the ineluctable gravitation, the radius of the moral and mental spheres, mysterious, indefinable, known only by its effects, faith pours out an unending stream of energy while abiding nor for a moment of its potency."

"Well indeed did St. Paul break out into the 'immo, well-known panegyric, but even this scarcely does justice to the Hertha of the physical world distributing force as from a great storage battery without money and without price to the children of men.'"

Sir Henry Morris discusses miracles at Lourdes. While neglecting the miraculous character of the cures, he throws no doubt as to the good faith of the medical men to whom the inquiry into the genuineness of the cures is entrusted, but he holds that there is nothing in these cures that cannot be matched by the operation of natural causes.

He brings forward in illustration some striking cases of the immediate and spontaneous cure of diseases which had brought the patient to death's door. Both medical and surgical cases have often been helped by faith, and the medical man, according to the terms of articles under notice, is ever willing to acknowledge the aid he receives from unknown sources.

Mr. Butlin, who has seen more cancer than most surgeons, believes absolutely in the good faith of the official reporters of the Lourdes miracles, but he shows how fallacious experience is in such matters. He quotes many instances of disappearances of tumours of persons who have not been treated by faith, but who have been condemned to death by competent surgeons. If such things should happen, as well they may, in a patient undergoing any system of faith cure, the case would naturally and honestly be deemed a miracle.

The good which may be done by medical men by using the faith of their patient as a part of their medical aid is well summed up by the editor of the *British Medical Journal* when he says:-

"Whatever exercises the demon of Fear, and brings to the sick man the Angel of Hope, is a powerful aid to medical treatment. It is, therefore, as unscientific as it is inhuman to put aside faith-healing as mere superstition."

## SWISS FLOODS.

The floods at Lucerne have not diminished, and remarkable scenes are to be witnessed. The whole of the Schweizerhof quay is about 2ft. under water. At the National Hotel the cellars are flooded, and a temporary kitchen has been installed in the billiard-room. At the Kurhaus the dressing-rooms and cloak-rooms are under water, and the stage is reached by a staircase from the pavement. The roof of the River Reus brought down many salmon, one of which, weighing nearly 2lb., was actually caught by the side of the roadway between Lucerne and Seeburg.

Fortunately, railway communication has been re-established, and all the lines from Lucerne are now open, including the Gotthard. The old wooden-covered bridge has been closed to traffic, and is guarded by troops. There was an exciting scene yesterday afternoon, when two small boats were washed down the river bridge, but were eventually rescued from their perilous position with great difficulty by a motor launch.

The Big and Plateau railways have not been interrupted, and no difficulties are experienced by those making mountain excursions. Great exertions are being made by the authorities for the comfort of visitors. Temporary horse trams are running through the flooded Schweizerhof quay, and extensive use is being made of raised timber side-walks. Communication is possible in all parts of the town.

The exertions of 600 soldiers at Staas are meeting with success, and one-third of the water of the River Aar is now confined to the original river bed. As a result of the magnificent organisation by the authorities, in affording relief, considerable damage has been averted, and no lives are reported as lost in Switzerland, apart from the catastrophe at Altdorf.

At Zurich the water is still rising. Considerable inundations are taking place at Biele, the Rhine having risen over 16ft. The historic covered bridge over the Reuss at Gislifon has been completely washed away. St. Gall, Appenzell, Glarus, and Schvveiz are also suffering severely.

The agency of the Swiss Federal Railways communicates the following telegram to Baurer's Agency:- "Situation improves. Circulation still interrupted between Zug-Waldwil-Goldau, Stansstad-Engelberg, and Landquart-Koblenz. Change of trains between Brienz-Meiringen, Landquart-Coire."

A Birkenhead telegram says it has been ascertained that there have been a large number of visitors from Liverpool and Birkenhead to the exhibition at the Tasson. Play, Oberammergau, to witness the Passion Play. Among the contingent defined by the floods are Mrs. Cameron, Miss Cameron, Miss Amy Gibson, Mrs. Bird, and Miss Josie Bird. Nothing has been heard from them, but no fears are entertained for their safety.

## GRETTA GREEN AT SEA.

ROMANTIC WEDDING OF A SWEDISH COUNT.

A new Gretta Green, off the coast of Scotland, has been discovered by Count Erik Lewenhaupt, who was married in romantic fashion on the high seas on June 17th.

Count Lewenhaupt, who is the son of a distinguished member of the Swedish Court now in London, took his bride, Fraulin Karolina Weiss, to the tug *Confidence*, of Leith, and when the boat had passed the three-mile limit from the island of Inchkeith, a Scotch minister married them on the bridge.

The reason for this dramatic wedding in the North Sea was that Count Lewenhaupt, who is a lieutenant in the King of Sweden's Shaulka Hussars, is under orders to return to his regiment, and neither he nor his bride had resided in Scotland for the twenty-one days required by law.

The high seas, however, are outside the limit, and they learned that a marriage can be legally celebrated there by a minister at the shortest notice.

It was one of the most romantic marriages that ever occurred in the North Sea, and revived with twentieth-century improvements, all the glamour of the old days when English couples travelled post haste to Gretta Green. Every detail was carried out swiftly and secretly, for Count Lewenhaupt and his bride were anxious that no technical objection should be raised at the last moment.

The young Count met Fraulin Weiss at the door of an hotel in Princess-street, Edinburgh, in the afternoon, and took her in a motor-car to the dock at Leith, three miles out of the city. Another taxicab brought two Edinburgh solicitors, a minister of the Church of Scotland, a bridesmaid, and the best man.

When the party reached the docks, Count Lewenhaupt chartered the tug *Confidence*, and the captain, Mr. James Nicholson, was not at first told the romantic secret.

"We want to go out for a cruise," said the best man, a Swedish doctor, and the Count, with his bride on his arm, followed by the bridesmaid and the two solicitors, hurried on board the tug. It was not till the *Confidence* was well on her way up the picturesque waters of the Firth of Forth that the captain was told he had a bridal party on deck. He was then asked to anchor three and a half miles from Inchkeith, the little island that is the last point of Scottish land on that coast.

The little party then walked aft, and the minister, the Rev. Robert Johnston, of the Murrayfield Established Church, Edinburgh, a tall, portly man, with a fair, somewhat dishevelled, hair, took the arm of his bride, Fraulin Weiss, who was in a dark walking dress, and they stood together on the captain's deck.

The Scottish coast was outlined in the distance and all round was the open sea. The ceremony was conducted simply and impressively in the fashion of the Scotch Church, just as it would have been celebrated in the privacy of a room in an hotel if the necessary notice had been given. The young couple joined hands, and then the Count slipped a ring on the bride's finger.

Mr. Johnston then delivered a blessing and gave a short address as though marriages on the high seas were everyday occurrences; a wedding breakfast was unpacked from a hamper, and the captain was asked to return to Leith as quickly as possible. But the skipper first of all produced his log.

"I must make an entry of all marriages, births, or deaths on this vessel, in accordance with the shipping regulations," he explained, and the couple smilingly gave him the necessary particulars, which he entered in his log.

When the tug reached Leith the Count and Countess Lewenhaupt, after receiving congratulations, returned in a taxicab to the Royal Hotel, Edinburgh. They left to spend their honeymoon in the Highlands. The Count returned to his regiment.

"We did not know English and Scottish marriages were well," said Count Lewenhaupt, before he left. "I came here to get married, and I said, 'Karoline, there must be no delay, but they told me we must reside twenty-one days in Edinburgh. It was too long to wait, was it not? So we saw the solicitors, and they arranged everything quickly and splendidly."

"We did not want it known till it was over, but now we laugh. Is it not so?" Count Lewenhaupt, with a happy smile, hurried into the waiting carriage after the Countess, who nodded her approval.

## CAN YOU USE THE CHOPSTICKS?

London, says an exchange, has taken to chopsticks and the cult of the "chop-suey" is spreading. Every night before and after the theatre Londoners are tasting the delights of a Chinese dinner or supper at the sign of the Golden Dragon in Denman-street, Piccadilly.

Although knives and forks are provided for European patrons, if they desire them, most of them insist on experimenting with the chopsticks, and will use nothing else but the wondrous tool. A Chinese waiter who first tried to eat his food by picking it up with two pieces of wood was great.

The rice and sliced chicken has a reprehensible habit of slipping out of the chopsticks just when the diner is about to put the food into his mouth.

"I can teach any one to use the chopsticks in a few minutes," Mr. Cheong, the manager, said. "I have already taught many English ladies, who disdain a knife and fork in a Chinese restaurant. Of course, there is no need for a knife and fork really, since all the food is cut up in the kitchen."

"That is why a Chinese luncheon should appeal to business men—it is a great saving of time, and one dish is as satisfying as an ordinary meal."

The Chinese dish is a blend of all the things that make a four-course English meal. There is rice taken in egg and peas, slices of chicken, green peas, or duck sausage, with tender bamboo sprouts. There are "chop-suey" the various kinds of mixed dishes containing from fifteen to thirty ingredients.

A peculiar dainty of the Chinese restaurant is bean-sprout which grows in the kitchen in a day. "Tiny green bulbs—like green peas—are imported from China. When they are placed in water they grow, and the sprout is delicious and fresh to the palate."

## TOURIST STEAMER ASHORE.

The British tourist steamer *Viking* with London Polytechnic excursionists on board, went ashore on June 17th in Gairanger Fjord.

There was no panic among the passengers, who were landed to make an excursion in the neighbourhood.

Tugs followed the ship, which was resting on a sandy bottom.

## FOR SKIN



## AND SCALP

For every use in preserving, purifying and beautifying the skin, scalp, hair and hands of infants, children and adults, Cuticura Soap and Cuticura Ointment have no rivals worth mentioning. For affections of the skin and scalp of young and old that torture, disfigure, itch, burn, crust and scale, they succeed when all else fails.

Sold throughout the world. Depot: London, 37, Charles-street, E.C. 4. To be had in all the principal cities of the world. Sole Agents: A. S. Watson & Co., Ltd., 14, Abchurch-lane, London, E.C. 4.

## "JAPAN'S MARIE TEMPEST"

## KIMONO BRIDES.

One of the most refreshing among the qualities possessed by the Japanese women, Mme. Hanako, who will make her appearance at the Coliseum is her frankness. However she may mimic her steps, she certainly does not mimic her words.

In conversation with a representative of the *Daily Chronicle*, Mme. Hanako, who has aptly been called "Japan's Marie Tempest," explained pretty freely her views on the difference she has noticed between ladies and their habits in Europe and Japan.

"It is a strange country, or a country new to me," she said, "I should not, perhaps, be surprised at surprises. But there is one thing in particular that I cannot help expressing my astonishment with. In my Continental travels, and in my stay in England, I have observed that ladies have a fancy for wearing our kimono as a dressing-gown. I wonder what they would say if they went over to Japan and found some of my country women leaving their morning bath, or taking their first meal of the day in English ball dresses or afternoon gowns? I think they would say, or at least get the impression, that the Japanese ladies were quite mad!"

"And if English and French ladies must wear the kimono for a dressing-gown," continued the Japanese actress, "why don't they have it made to fasten as we fasten it? It should lap over from left to right, not as is the case with your womenfolk, from right to left. When a Japanese lady takes her morning bath, she must fall from left to right. The ladies of Europe do not know this. If they delight to wear the dress of Japan they should delight to wear it properly, or there is neither sense nor compliment in the fashion. If they do not know how the kimono ought to be made, surely your manufacturers must be expected to have some knowledge of the dress!"

(This remark of Madame Hanako's seemed to our representative to convey something of a hint to certain English firms who have advertised their kimono as having been procured straight from Japan.)

"In Japan," went on Madame Hanako, "the older women get the smaller are made the sleeves of her kimono. I have not noticed any small sleeves on the kimono worn by English ladies, however old they have been! But Japanese ladies are proud of their age; they never want to shorten it by a single month."

"But, apart from their kimono and age trouble, I have heard something in England that appeals to you?" asked the *Daily Chronicle* representative.















# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES.	MALTA Capt. G. M. Montford, R.N.R.	About 14th July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	SUNDA Capt. E. A. Peters	About 14th July	Freight and Passage.
SHANGHAI	ASSAYE Capt. Owen Jones, R.N.R.	About 21st July	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	DELHI Capt. G. W. Gordon	Noon, 23rd July	See Special Advertisement.
TAKAO, SHANGHAI, PUROW, BANCA HANKOW, TARTU and MOJI.	Capt. Collyer	About 24th July	Freight only.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 11th July, 1910.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 12th July, 3 p.m.
SWATOW & SHANGHAI	"CHINCHANG"	On 13th July, Noon.
SHANGHAI	"CHINCHANG"	On 14th July, 4 p.m.
SWATOW, AMOY & SHANGHAI	"HUIHOW"	On 14th July, 4 p.m.
CHEFOO & TIENTSIN	"HUIHOW"	On 21st July, 4 p.m.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.  
REDUCED FARES, Cargo booked through for all Australian, New Zealand and  
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior  
Passenger accommodation with Electric Light throughout and Electric Fans in the State-  
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENYAN,"  
"CHINCHANG" and "LINAN") with excellent accommodation, Electric Light throughout  
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai  
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze  
and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY  
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY  
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
transhipment at Woosung.

FARE, 345 SINGLE and 80 RETURN. TELEPHONE 36.  
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 10  
Hongkong, 12th July, 1910.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid  
Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

### SWATOW, AMOY AND FOOCHEW

AND RETURN.  
Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 12th July, at 10 a.m.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 15th July, at 10 a.m.
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 19th July, at 10 a.m.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).  
During the Months of July, August and September, a Special Reduction of 20% on  
Fares to Foochow and Return will be Allowed.  
For Freight and Passage apply to—DOUGLAS, LAPRAIR & Co.,  
GENERAL MANAGERS.

Hongkong, 9th July, 1910.

## INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW, & "CHIPSHING"		Wed. day, 13th July, Noon.
SINGAPORE, PENANG & CALUTTA	"KUNSAUNG"	Wed. day, 13th July, Noon.
MANILA	"YUENSANG"	Friday, 15th July, 4 p.m.
SANDAKAN	"MAUSANG"	Wed. day, 20th July, 4 p.m.
MANILA	"LOONGSANG"	Friday, 22nd July, 4 p.m.
SHANGHAI, KOBE & MOJI	"KUNSAUNG"	Tuesday, 26th July, Noon.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The Steamers "KUNSAUNG," "MAUSANG" and "FOONGSANG" leave about every 3 weeks for  
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang  
Telephone No. 215, Sui. Exch. 4.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datin, Simporna, Tawo,  
Umbar, Jesselton and Labuan.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 12th July, 1910.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

MELOHRS & CO.,  
AGENTS.

Hongkong, 2nd July, 1910.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	MISHIMA MARU Capt. A. E. Moses, 9,000 KAGA MARU Capt. M. Hagino, 7,000 ATSUTA MARU Capt. Wm. Thomson, 9,000		WED. DAY, 20th July, at Daylight. WED. DAY, 3rd Aug., at Daylight WED. DAY, 17th Aug., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao, 7,000		SATURDAY, 13th Aug., from KOBE.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. K. Kawa, 7,000 TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 19th July, at 4 p.m. TUESDAY, 16th Aug., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000 KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 5th Aug., at Noon. FRIDAY, 2nd Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. A. Mosker, 7,000		WED. DAY, 13th July, at 5 p.m.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons, 7,000		WED. DAY, 20th July.
KOBE and YOKOHAMA	HITACHI MARU Capt. N. Mathison, 7,000		THURSDAY, 21st July, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000		WED. DAY, 3rd Aug., at Noon.

## CHEAPEST SUMMER RATES

BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

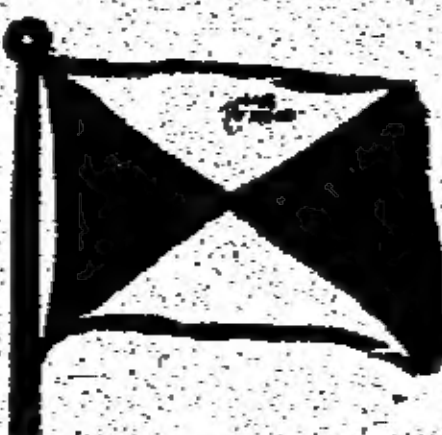
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. \* Carries Deck Passengers.  
† Through Passenger Tickets issued to the Principal Cities in the United States,  
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC  
RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki  
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

T. KUSUMOTO,  
MANAGER [13-125]

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. Fraser	Manila	On 16th July, Noon.
ZAFIRO	2540	H. Rodger	Manila	On 23rd July, Noon.

For Freight or Passage apply to  
Hongkong, 27th June, 1910.SHEWAN, TOMES & Co.,  
General Managers. [12]

## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA ... 14th July.	S.S. ARABIA ... 18th July.
S.S. SAXONIA ... 26th July.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SPEZIA ... 12th Aug.	S.S. SITHONIA ... 23rd July.
S.S. ALESIA ... 26th Aug.	For HAVRE & HAMBURG:
S.S. AMBRIA ... 8th Sept.	S.S. BEAULIA ... 25th July.
	For MARSEILLES & HAMBURG:
	S.S. MECKLENBURG 29th July.
	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SEGOVIA ... 10th Aug.
	For HAVRE & HAMBURG:
	S.S. SCANDIA ... 17th Aug.

Further Particulars, apply to—

Hongkong, 12th July, 1910.

HAMBURG-AMERIKA LINIE,  
Hongkong Office [11]

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO AND SALINA (CRUZ (Mexico)).  
1910.

S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUJO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

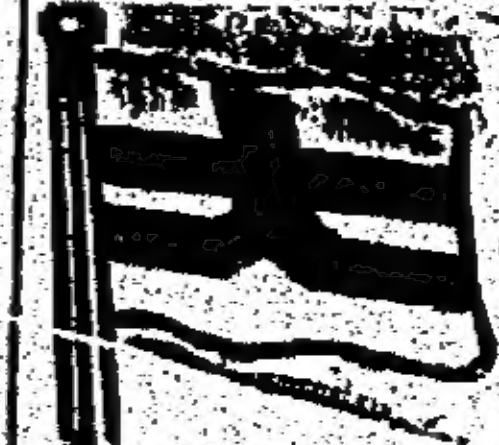
Hongkong, 6th July, 1910.

TOYO KISEN KAISHA, King's Building.  
[403]

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND  
RAILWAY ANDTHE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest  
and fastest route, from the Pacific Coast to Chicago). Taking  
cargo on through Bills of Lading to all Overland Common Points  
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKO- HAMA	"SEATTLE MARU" Capt. T. Saito "CHICAGO MARU" Capt. I. Goto	6,182 6,182	WED. DAY, 13th July, at Noon. WED. DAY, 10th Aug., at Noon.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for stowage  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 14th July, at 10 a.m.
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 17th July, at 10 a.m.
ANPING via SWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED. DAY, 20th July, at 10 a.m.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to  
Shanghai in connection with the Nanking Exposition from June 1st, 1910.  
Fair Speed. Superior Passenger Accommodation. Electric Light throughout.  
First Class Cuisine.The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class  
Cabins AMIDSHIP.  
For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local  
Branch Office, at Second Floor, No. 1, Queen's Buildings.

703

T. ARIMA,  
MANAGER

## THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS  
SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION  
PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-  
TION of 1910.Head Office for the Far East:—  
16, DES VŒUX ROAD,  
HONGKONG.Japan Office:  
32, WATER STREET,  
YOKOHAMA.

## O. B. ICE

Made from distilled water only. Quadruplicate  
filtration. Absolute purity assured. Plant open  
to inspection at all times.

## ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE DEPOT,

55 &amp; 57, DES VŒUX ROAD.

[537]

### VESSELS ON THE BERTH

NAVIGAZIONE GENERALE  
ITALIANA.  
(Florio and Babatino United Companies.)STEAM FOR BOMBAY,  
via SINGAPORE and PENANG.

Having connection with Company's Mail  
Steamers to Port Said, Messina,  
Naples, Leghorn and Genoa, also  
VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to CALLAO.  
(Taking Cargo at through rates to Persian  
Gulf and Bagdad, also BARCELONA,  
VALENCIA, ALICANTE, ALMERIA and  
MALAGA.)

THE Steamship  
"CAPRI"  
Captain Moreco, will be despatched as above  
TOMORROW, the 13th inst., at 3 p.m.  
For further particulars regarding Freight  
and Passage, apply to

CARLOWITZ & Co.,  
Agents.  
Hongkong, 12th July, 1910. [4]

"SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM AND  
ANTWERP.

THE Steamship  
"FEMBRKESHIRE,"  
Captain Hayes, will be despatched as above  
on FRIDAY, the 15th July.  
This Steamer has superior accommodation  
for First Class Passengers at Cheap Rates,  
being fitted throughout with Electric Light and  
Electric Fans in State Rooms and Saloon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, 8th July, 1910. [787]

### VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL  
LINE.For BOSTON and NEW YORK.  
(With Liberty to Call at the Malabar Coast).THE Steamship  
"WYNERIC"will be despatched for the above Ports  
TOMORROW, the 13th July, 1910.For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
General Agents.  
Hongkong, 21st June, 1910. [764]

"GLEN" LINE OF STEAMERS.

For LONDON, HAMBURG AND  
ANTWERP.THE Steamship  
"GLENLOCKY"Will be despatched for the above Ports on  
FRIDAY, the 15th inst.For Freight and/or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 2nd July, 1910. [798]

### REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR  
COAST).  
PROPOSED SAILING FROM HONGKONG.

For NEW YORK.

S.S. "CHAZEE" ... On 30th July.

For Freight and further information, apply  
DODWELL & Co., Ltd.,  
Agents.

Hongkong, 7th July, 1910. [810]



# GEBRUEDER LENK, RODEWISCH I/V.

MANUFACTURERS OF

## BERLIN WOOL.

NEW SAMPLES JUST ARRIVED!

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-2]

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The *Kleist*, with the German mail of the 14th June, left Singapore on Friday, the 8th inst.,  
at 6 p.m., and may be expected here to-day, at 6 p.m.

The *Polynesien*, with the French mail of the 17th ulto, left Singapore on Monday, the  
11th inst., at noon, and may be expected here on or about Monday, the 18th inst. This packet  
brings replies to letters despatched from Hongkong on the 14th May.

FOR	PER	DATE
Swatow, Amoy and Foochow	Haimun	Tuesday, 12th, 9.00 A.M.
Singapore, Penang and Bombay	Capra	Tuesday, 12th, 11.00 A.M.
Bangkok	Yatsing	Tuesday, 12th, 1.15 P.M.
Macao	Sui Tai	Tuesday, 12th, 2.00 P.M.
Manila	Tanning	Tuesday, 12th, 5.00 P.M.
Shanghai, Kobe and Moji	Johanne	Tuesday, 12th, 5.00 P.M.
Hoihow and Pakhoi	Mathilde	Tuesday, 12th, 5.00 P.M.
Haiphong	Chipping	Wednesday, 13th, 11.00 A.M.
Swatow, Weihow and Tientsin	Kumang	Wednesday, 13th, 11.00 A.M.
Singapore, Penang and Calcutta	Chinkiang	Wednesday, 13th, 11.00 A.M.
Swatow and Shanghai	Tilapia	Wednesday, 13th, 11.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Seattle Maru	Wednesday, 13th, 11.00 A.M.
Keelung, Moji, Kobe, Yokohama and Tacoma	Sui Tai	Wednesday, 13th, 1.15 P.M.
Macao	Capra	Wednesday, 13th, 2.00 P.M.
Singapore, Penang and Bombay	Banjan Maru	Thursday, 14th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai		Thursday, 14th,

EUROPE, &c., India via Taticorin

Macao	Sui Tai	Thursday, 14th, 9.00 A.M.
Shanghai	Chinkiang	Thursday, 14th, 11.00 A.M.
Swatow, Amoy and Shanghai	Hoikow	Thursday, 14th, 3.00 P.M.
Shanghai, Nagasaki, Moji, Kobe and Yokohama	Cornwallshire	Friday, 15th, 9.00 A.M.
Swatow, Amoy and Foochow	Yimahi	Friday, 15th, 11.00 A.M.
Yokohama and Kobe	Sui Tai	Friday, 15th, 1.15 P.M.
Macao	Tuansang	Friday, 15th, 3.00 P.M.
Manila		
Manila, Ang...	Yap, Maroon, Friedrich	
Wilhelmsafen, ...	Herbertshofe	
Matupi, Brisbane, ...	Hobart	
Launceston, New Zealand, ...	Dunedin	
Melbourne, Adelaide, Perth and Fremantle		
Manila		

KEELUNG, SHANGHAI, NAGASAKI, KOBE,  
YOKOICHI, SHIMIZU, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO

Macao

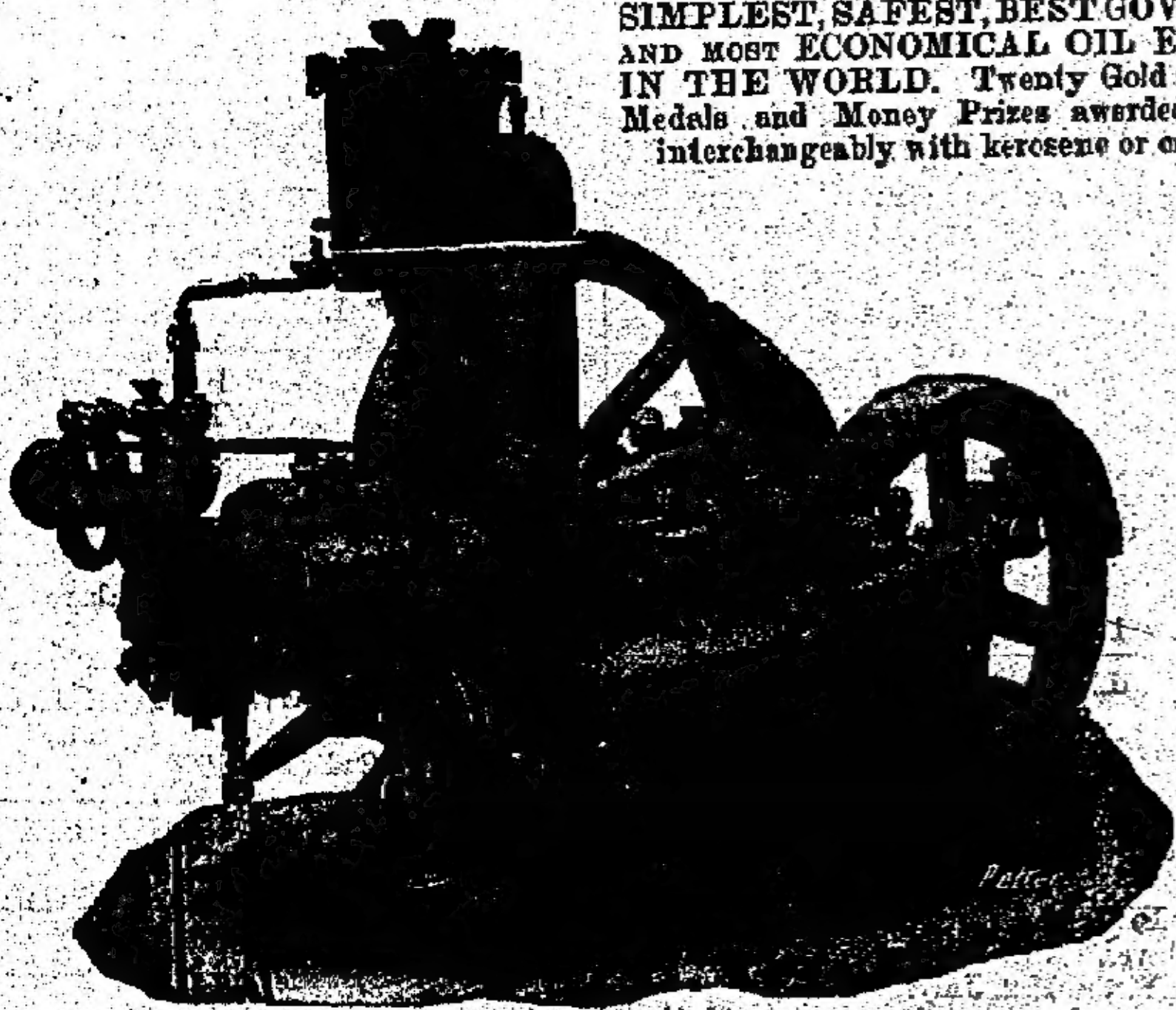
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
VICTORIA & VANCOUVER (B.C.)  
SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow

EUROPE, &c., INDIA VIA TATICORIN  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents)  
Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.

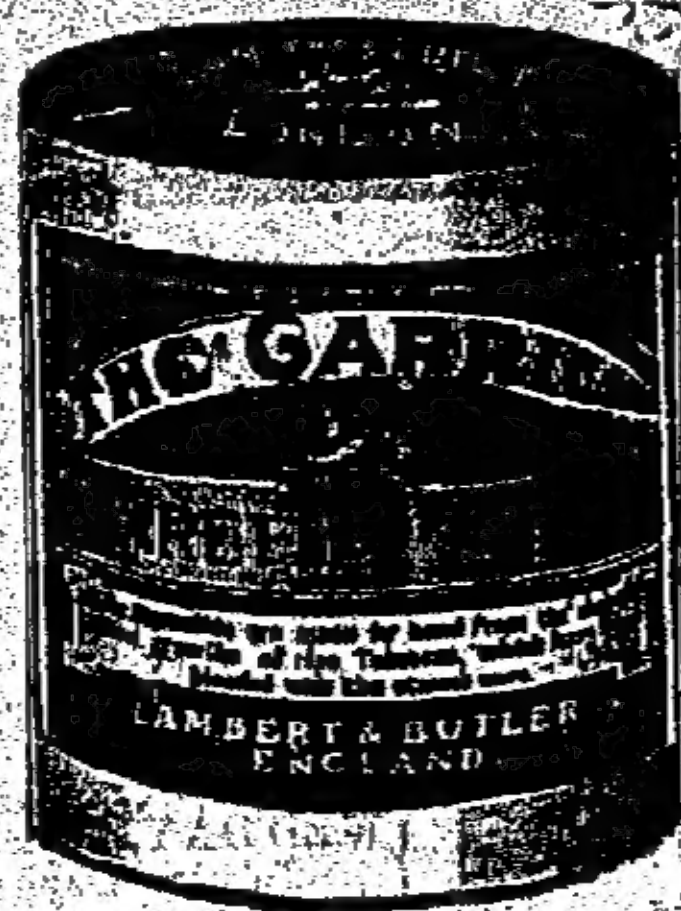
Keelung, Shanghai, Moji, Kobe, Yokohama,  
Shimizu, Yokohama, Victoria and Seattle  
Singapore, Penang and Colombo  
Bamalan  
Chiofo and Tientsin  
Thursday, Island, Cooktown, Cairns,  
Townsville, Brisbane, Sydney, Hobart,  
Launceston, New Zealand, Melbourne,  
Adelaide, Dunedin, Perth, and Fremantle  
Shanghai, Kobe and Moji  
Manila, Zamboanga, Port Darwin, Thursday  
Island, Cooktown, Cairns, Townsville,  
Brisbane, Sydney, Hobart, Launceston,  
New Zealand, Melbourne, Adelaide,  
Dunedin, Perth and Fremantle

## PETTER OIL ENGINES



SIMPLEST, SAFEST, BEST GOVERNED  
AND MOST ECONOMICAL OIL ENGINES  
IN THE WORLD. Twenty Gold and Silver  
Medals and Money Prizes awarded. Work  
interchangeably with kerosene or crude oil.

Sizes 1 1/2 to 50 H.P. Prices for "Handy-Man" Series from \$500  
Write for new Illustrated Catalogue and particulars to—  
**WILLIAM G. JACK & CO., LTD.,** 14, Des Voeux Road, Hongkong.  
SOLE AGENTS FOR SOUTH CHINA.



## CONSTANT GROWTH

Signifies

## CONSTANT MERIT

## "The Garrick"

Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LD.



### SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 11TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$93, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$150, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$83, sellers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 121
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$53, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62
Loon-King Mow G. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70
Boy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$7 1/2	\$6	\$19, buyers
<b>DOCKS AND WHARVES.</b>				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$56, sellers
Hongkong and Wharves Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 120
<b>ELWICK &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$10, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$63, sellers
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	all	\$205
<b>HONGKONG ELECTRIC CO., LIMITED</b>	60,000	\$10	\$10	\$193, buyers
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	\$50	\$107, sellers
<b>HONGKONG ICE COMPANY, LIMITED</b>	8,000	\$25	\$25	\$83, sellers
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	5,000	\$25	all	\$152, sellers
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$113, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, buyers
Yankee Insurance Association, Limited	12,000	\$100	\$60	\$200
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$100, asl. & buy
Humphreys' Estate and Finance Co., Ltd.	10,000	\$10	\$10	\$33, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	Tls. 112
Shanghai Land Investment Co., Limited	78,000	\$50	\$50	\$33, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$33, buyers
<b>Mining.</b>				
Societe Francaise des Carriers du Tonkin	16,000	Fcs. 250	all	\$625
Bach Australian Gold Mining Co., Ltd.	200,000	\$1	16/10	\$73, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$150, buyers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$168
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>SEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$293, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$323, sales
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$25	all	65, 1/10, 26
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	98/- sales
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$14, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	\$7	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$23, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. E. Watson & Co., Limited	90,000	\$10	\$10	\$63, buyers
Weismann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$113, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300
<b>RUBBERS.</b>				
Allagars	—	—	—	7/6
Anglo-Malay	—	—	—	29/-
Balgonales	—	—	—	\$20 (Sta.)
Bata Tigras	—	—	—	112/6
Bukit Kajang	—	—	—	63/6
Castlefields, fully paid	—	—	—	130/-
Chaviers	—	—	—	32/6
Eastern and International	—	—	—	32/6 prem.
Highlands and Lowlands	—	—	—	137/6
Kamunings	—	—	—	8/- prem.
Kuala Lumpur	—	—	—	19/3
Labus	—	—	—	92/6
Leibury's	—	—	—	61/6
Linggis	—	—	—	15/6
London Asiatics	—	—	—	6/6
London Ventures	—	—	—	8/- sales
Merkman	—	—	—	\$43 (Sta.)
Pegohs	—	—	—	32/6
Sapongs	—	—	—	\$19 (Sta.)
Shelfords and Jolores	—	—	—	—
Singapore and Johore	—	—	—	—
Sunatra Peras	—	—	—	—
Sungai-Kapang	—	—	—	—
United Serdangs	—	—	—	135/-

### COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

July 11th

ON LONDON:—  
Telegraphic Transfer ..... 1/9 1/2  
Bank Bills, on demand ..... 1/9 1/2  
Bank Bills, at 30 days' sight ..... 1/9 1/2  
Bank Bills, at 4 months' sight ..... 1/9 1/2  
Credits, at 4 months' sight ..... 1/9 1/2  
Documentary Bills 4 months' sight/10 1/2

ON PARIS:—  
Bank Bills, on demand ..... 227  
Credits, at 4 months' sight ..... 231

ON GERMANY:—  
On demand ..... 184

ON NEW YORK:—  
Bank Bills, on demand ..... 43 1/2  
Credits, at 60 days' sight ..... 44 1/2

ON BOMBAY:—  
Telegraphic Transfer ..... 134 1/2  
Bank, on demand ..... 136

ON CALCUTTA:—  
Telegraphic Transfer ..... 134 1/2  
Bank, on demand ..... 135

ON SHANGHAI:—  
Bank, at sight ..... 74 1/2  
Private, 30 days' sight ..... 75 1/2

ON YOKOHAMA:—  
On demand ..... 82 1/2

ON MANILA:—  
On demand—Pesos ..... 83 1/2

ON SINGAPORE:—  
On demand ..... 76 1/2

ON BATAVIA:—  
On demand ..... 107 1/2

ON HAIIPHONG:—  
On demand ..... 3 1/2

ON SAIGON:—  
On demand ..... 86 1/2

ON BANGKOK:—  
On demand ..... 86 1/2

SOVEREIGNS, Bank's Buying Rate ..... \$11.10

GOLD LEAF, 100 fine, per tola ..... \$58.10

BAR SILVER, per oz. .... 25 1/2

### SUBSIDIARY COINS.

Chinese ..... 20 cents pieces ..... \$7.63 discount.  
Chinese ..... 10 " ..... \$8.08  
Hongkong ..... 20 " ..... \$7.40  
Hongkong ..... 10 " ..... \$8.00

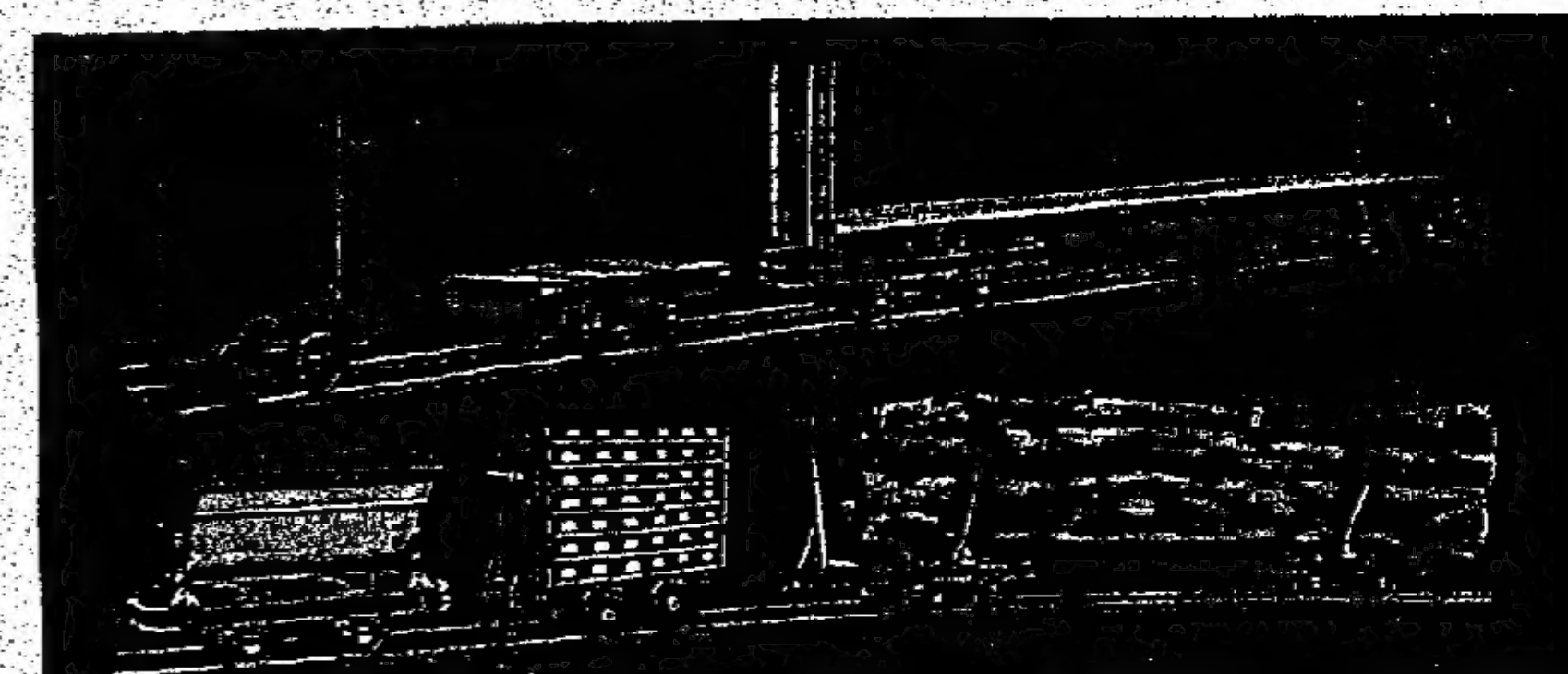
## Orenstein & Koppel,

Berlin, London, Calcutta, etc.

MANUFACTURERS OF

## Portable and Permanent Railways,

Materials of every description for full size and small gauge Railways, as



Locomotives, Passenger and Goods Carriages.

Rails of various gauges as well as Track,

Switches, Turntables.

Tipping cars, Bogies, Signals, etc., etc.

Also Implements and Tools for Railway

Construction and other purposes.

Always in Stock at Shanghai and Hongkong.

GENERAL AGENTS FOR CHINA:

## SIEMSEN & CO.,

Machinery Dept.

Hongkong &amp; Canton.

[57]

### OPIUM.

July 8th.

Quotations are:—  
Malwa New ..... \$2,000/2,050 per picul.  
Malwa Old ..... \$2,000/2,100 " "  
Malwa Older ..... \$2,100/2,150 " "  
Malwa V. Old ..... \$2,150/2,200 " "  
Persian fine quality ..... \$1,400/1,500 " "  
Persian extra fine ..... \$2,100 " "  
Patna New ..... \$1,775 per choo.  
Patna Old ..... " "  
Benares New ..... \$1,725 " "  
Benares Old ..... \$1,725 " "

### STEAMERS PASSED THE CANAL.

June 17th—Errol, Nijne Novgorod, Nore,  
Sunda, Telawan. 21st—Andalusia, Bendeush,  
Glennara, Kanagawa Maru. Delayed through  
mistification. Lennax, St. Patrick. 24th—Bel-  
gravia, Hitiachi Maru. Polynesien, Blentor.  
Amiral Hamelin. 28th—Aragonia, Banca,  
Saxonia, Slavonia. July 1st—Denalder, Natica,  
Silecia, Welsh Prince, Yangtze, Mongolia.  
5th—Aja, Bendaucora, Cartasomidra, Mon-  
mouthshire, Manchester Castle, Prinz Ludwig,  
Rambis, Titan. 8th—Australia, Diomedea,  
Palawan, Miyasaki Maru, Pelus, Tanga Maru,  
Prinz Eitel Friedrich.

### ARRIVALS AT HOME.

July 8th—Derflinger, Touraine

### ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, July to December,  
1909. With Index. Price \$1.50.  
On sale at the "HONGKONG DAILY PRESS"  
Office.  
Hongkong, 29th January, 1910.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Voeux  
Road Central, Victoria, Hongkong; London Office, 151, Fleet Street, E.C.